

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
**HONGKONG WEEKLY  
PRESS,**  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
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# Hongkong Daily Press.

ESTABLISHED 1857

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AN EXQUISITE CIGAR  
Of mild flavor and fine aroma, made from the  
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IN Boxes of 50 \$5.50.  
Specially Manufactured for  
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LIMITED,  
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**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
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Hongkong, 29th April, 1908. a1938

**AUTOMATIC BROWNING  
POCKET PISTOLS**  
CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 6th March, 1907. a2

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\$7.50 per 100 SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
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Hongkong, 28th October, 1906. a79

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19, QUEEN'S ROAD CENTRAL  
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JUST LANDED A LARGE STOCK OF  
WRATTEN and WAINWRIGHT  
PLATES.  
EASTMAN'S KODAKS and FILMS.  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907. a81

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LIMITED.**  
TIME TABLE.  
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7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.  
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10.30 a.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
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NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... 9.45 to  
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SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des Vaux  
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**JOHN D. HUMPHREY & SON,**  
General Managers.  
Hongkong, 9th May, 1907. a47

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Hongkong, 27th November, 1907.

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EXTRA SPECIAL FINEST LIQUEUR  
ARE THE BEST WHISKIES OBTAINABLE.  
TELEPHONE No. 75.  
**CALDBECK, MACGREGOR & CO.,**  
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Hongkong, 27th April, 1908. 15, Queen's Road Central.

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Hongkong, 24th April, 1908. a82

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CAMERAS fitted with TESSER-ZEISS LENSE  
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Can be had in the following qualities—  
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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER  
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SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE  
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM  
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Hongkong, 1st June, 1907. [a79]

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TEN YEARS OLD.  
\$14 PER DOZEN.  
**"WHITE HORSE" WHISKY**  
BOTTLED IN SCOTLAND  
FROM THE  
ORIGINAL RECEIPT OF 1746.  
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NEW STOCK of Best Quality TENNIS BALLS, GOLF CLUBS,  
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PRIVATE BOARD AND RESIDENCE  
**MRS. GILLANDERS**  
"CLAREMONT,"  
2 & 4, KENNEDY ROAD.  
Hongkong, 9th February, 1907. 563

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**MAIL TABLES  
FOR 1908.**  
Shows the dates of departure of the Mails  
to Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
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Mounted on Card ... 30 Cents  
On Paper ... 20 "  
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**RATES OF EXCHANGE  
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FOR  
DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mints to the Free Coinage of  
Silver  
FROM 1893 TO 1905;  
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RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (From 1900),  
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FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons  
Well Furnished Reception Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each Floor.  
Electric Lighting and Fans  
Telephones on every Floor.  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS.  
a39 A. F. DAVIES, Manager.

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hotel at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. a757

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PRIVATE HOTEL.**  
APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
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Telegraphic Address: A. B. C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
41 Proprietress, Mrs. G. SACHSE.

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PRIVATE HOTEL.**  
STANDING in its own grounds with Tennis  
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Well Furnished Bedrooms, every home comfort.  
Fine View of the Harbour; Terms moderate.  
Telephone, No. 690.  
Apply to—Mrs. F. W. WATTS,  
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Hongkong, 4th December, 1907. [a40]

## THE GRAND HOTEL, DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.  
COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
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BEST WINES AND LIQUORS SUPPLIED.  
Special arrangements for a long stay.  
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**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
FIRST CLASS EUROPEAN HOTEL  
On the British Concession.  
Electrically Lighted.  
Every Modern Comfort and Convenience at  
Reasonable Rates.  
Under the Personal Superintendence of  
H. HAYNES, late Manager Hongkong Hotel

## MACAO HOTEL.

TELEGRAMS—FARMER, MACAO,  
MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels Electrically Lighted and under  
experienced European Management.  
Every Comfort and Convenience for Resident  
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a461 WM. FARMER Proprietor

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HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness and hygiene of the place  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
Two steamers (as. Sat. 2nd and Sat. 4th) daily to and  
from Hongkong, and two steamers to and  
from Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply  
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A TABLE OF THE  
**RATES OF EXCHANGE AT  
HONGKONG**  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails; also Table of the Yearly  
Approximate Averages for 33 Years  
FROM 1874 TO 1903.  
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BY APPOINTMENT TO HIS EXCELLENCY  
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WATSON'S

Genuine Double Distilled  
TOILET

## BAY RUM

Delightful after Shaving.

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## LAVENDER

An elegant adjunct to the Toilet.

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CARBOLIC TOOTH  
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Highly recommended.

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PURE CARBOLIC  
SOAPS5 Per cent. 10 Per cent. and 20 per cent.  
For the Toilet and Bath.A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 30th April, 1908.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the new column  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the  
Editor, not for publication but as evidence of good  
faith.All letters for publication should be written on  
one side of the paper only.No communications should be sent to the Editor  
which are already published in other papers will be inserted.Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
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HONGKONG OFFICE: 10A, DES VUEX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 8th, 1908

In these days of newspaper and magazine advertisements, the Recording Angel mentioned by STERNE—the one who enters upon all the lies and imprecations—must be very busy. It may be too much, even though scriptural, to say that all men are liars; but it is no exaggeration to say that all advertisement writers are. They seem to think they have unlimited credit at the Bank of Credulity, and are constantly drawing cheques on it. Some of these overdrafts are delightfully impudent. The man who wishes to persuade Carlyle's "mostly" competitors that his pill is a panacea adopts and patronizes philosophy, quotes the classics, and puts modern poetry on the back. The huckster who is about to thrust an unusually glaring mendacity upon us brandishes his index finger and bids us remember that "facts are chiefs that win a ding." The advertisement writer adopts the tactics of the early Methodist or Salvationist; he offers us only one alternative; we must line up with him or go to hell. We have a gleam of comfort while undergoing this persecution. We are not obliged to read his essays, the publication of which costs him quite a pretty penny, and many of us do not. The pity of it is that so many do. One advertisement in a recently received English magazine did what it was meant to do. It caught our eye. It was a picture of two pairs of trousers, one pair wrinkled, the other looking fresh from the tailor's goose, two straightly creased and dangling elliptical tubes. Beside the picture

was a big-lettered announcement to the effect that "the good appearance of your clothes is not a luxury but a necessity. The clothes proclaim the man." The elliptical tubes, we should have thought, would more proclaim the tailors' dummy. From an æsthetic point of view, we admired more the wrinkled garment pictured. There is nothing artistic or picturesque about straight lines, about parallel cylinders elliptical in cross-section, whereas curves and wrinkles are in themselves attractive to the eye. The mischief of the trouser-maker's bold assertion lies in the impression it may make on callow minds, confirming in such intellects the foolish tendency to waste time and thought on non-essentials—perhaps even to worry over them. Yet these are earnestly informed that the presence and uninterrupted continuity of the artificial longitudinal crease is not a luxury but a necessity, and that the absence of the creases and wrinkles that nature makes is to be insisted on. We know that with some people these considerations add to the cost, complexity, and trouble of existence, and as it is an irreligious age, it is our duty to warn them that such things are of no importance unless they chose to make them so. If a poor young man, worrying because of the bagginess at the knees of his nether garments, were to be also pious, he would not be long in discovering for himself the fact that the person who penned that advertisement was a brazen-faced purveyor of the truth. For surely no sane person could take such a trouble to the Throne of the Omniscient in prayer, without suddenly realizing that the thing distressing him was a mere bogie built up with the rags of his own mind? "Happiness," says a recent writer, "has no tailor. It belongs to the soul, and a black coat or a blouse is of no matter to it." What is true of the coat is true of the trousers. A clear conscience and a placid temperament are greater necessities than are trousers pressed into the shape approved by the perverted taste of the cross-legged tradesmen whose obiter dicta so many foolish ones "tremblingly obey."

There were seven plague cases yesterday making the total to date 153.

The German Mail of the 5th April was delivered in London on the 6th inst.

The master of the steam launch "Sing Lee" was fined \$40 by the Hon. Commissioner Basil Taylor, E.N., at the Marine Court yesterday morning for allowing rubbish to be thrown from his steam launch in the waters of the Harbour.

The liner "Kaiser Wilhelm II." called at Plymouth and took on board for Bremen twelve cases, each containing 1,000 live seals for stocking German rivers. They will be first placed in the laboratory at Cuxhaven, and on attaining maturity will be turned into various streams.

A fine of \$3 each was imposed upon three boatmen at the Marine Court yesterday for making their boats fast to the s.s. "Empress of Japan" so as to prevent the free access of other vessels. Another boatman was also fined \$3 for a similar offence with regard to the s.s. "Hanoi."

Hong Kong's yachting fleet continues to grow. The latest is a coral-built cutter just imported this week from Singapore, built at the Tanjong Pagar works, to a design by Pyto. The Sultan of Johore has the sister to it. It is now being fitted by Mr. C. Cooke, of the Corinthian Yacht Club, and is expected to be as fast or faster than anything afloat in the harbour.

About 200 well known people met at the Fifth Avenue Hotel, New York, to eat the last dinner to be given in that celebrated hotel. Some of the guests wept at the idea of demolishing the hotel, and during the evening champagne, tables, and portions of the woodwork and the bar were sold and carried off as souvenirs.

In condemning the throwing of eggs and coins at performers in the local opera house, the "Malta Chronicle" says: "Such conduct is discourteous, if not obnoxious, in such a place, in view of the presence of ladies and gentlemen among the audience, and betrays an absolute want of respect for the whole audience."

During the International football match at Glasgow a telegram was received from Leeds, addressed Harry Johnston, spectator, International Match, Glasgow. A telegraph boy went shouting the name of the addressee, and in due course Johnston was found among the 121,000 people present, and the telegram delivered.

Mr. Guthrie, to whom the Zoological Society is indebted for many valuable gifts of reptiles, recently despatched from South Africa a fine specimen of a puff adder, one of the most venomous of its tribe. When the box in which the adder was sent off was unpacked, it was found that ten little ones had been born on the voyage to England.

Two distant coolies were charged at the Magistracy yesterday with assaulting a dust boatman with a two pronged drag. The complainant objected to the rubbish being put in his boat as there was some building material amongst it, whereupon the defendant struck him with the drag. Mr. Wood bound both defendants over in the sum of \$100 to keep the peace.

The Chinaman who victimized two European firms of jewellers to the extent of over \$1,000 was yesterday sentenced by Mr. Kemp at the Magistracy to two months' hard labour, on each of three counts. He stole three diamond rings valued in all at \$850 from Messrs. Falconer's and one valued \$350 from Sennet Frères. The \$1,673.33 found on him when arrested was ordered to be distributed between complainants in proportion to their losses.

We have received from Messrs. Kelly & Walsh a copy of Singapore Parity Exchange Tables by F. A. R. of Singapore. The book contains Singapore rates of exchange with India, China, Japan, Java, Siam, Germany, France, United States and Hongkong, various interest and other useful tables. It is worked out on the decimal system. It must have been a laborious task, for this is a most useful book, which ought to be on the desk of every Far Eastern banker and business man having dealings with the Straits.

Major Penman's Rubic, which won the Grand National was a 66 to 1 outsider. As a yearling he was bought by a sporting farmer for 15 guineas, who four years later sold him to Major Penman for 95 guineas, as a hunter likely to win races. Major Penman hunted him but, breaking down, he sent him to an innkeeper, at Towcester to be put into a trap. Many commercial travellers have driven him, little thinking that they were driving the future winner of the Grand National worth 3,000 sovereigns including a trophy of the value of 125 sovereigns.

Last month Maxim Gorki celebrated the fortieth anniversary of his birthday. Some little time back the Russian writer's publisher desired him to write a short autobiography for the occasion. Gorki complied, and the life sketch given certainly lacks nothing in the matter of terse brevity. Here it is:—"In 1878 I was a shoemaker's apprentice, in 1879 a pattern-drawer, in 1880 a gally-boy aboard a steamer, in 1884 a serving-man, in 1885 a baker, in 1886 a chorister in a touring opera company, in 1887 I sold apples in the streets, in 1888 I was on the verge of suicide, in 1890 a solicitor's clerk, in 1891 I traversed European Russia on foot, and in 1892 I published my first novel."

Wholesale accusations have been brought against the police force of Philadelphia (says the "Daily Mail"). According to the accusers, the city is in the grasp of a great gang of organised criminals posing as policemen. Many of the criminals, it is alleged, are genuine members of the police force. Already four members of the force have been arrested and committed to prison without bail on charges of housebreaking, while their superior officers have been suspended and replaced by detectives. In the cellar of a house occupied by one of the prisoners, John Kelly, a vast mass of plunder, consisting of carpets, matting, household goods, and silver, was discovered, the total value being many hundreds of pounds.

A favourable year was experienced by the General Steam Navigation Company in 1907 despite the increased cost of coal, and notwithstanding an unfavourable season for the summer passenger traffic. A dividend of 5 per cent. on the ordinary share is to be paid. It is often forgotten that this company, which was founded in 1821, was the pioneer of steam shipping on the Thames, and is the oldest steamship corporation in the world. Its first steamer, City of Edinburgh, built on the Thames for the Edinburgh trade by Messrs. Wigram and Green, was launched in 1821. The incorporation of the company in 1824 practically marked the beginning of the end of the sailing packet. It was in the year 1842 that Queen Victoria, returning from Scotland with the Prince Consort, made the voyage to the Thames in the General Steam Navigation Company's Trident at that time regarded as a superb and gigantic vessel.

The Kaiser has just sent to President Roosevelt an enormous book, for which it is claimed that it is the biggest volume ever printed. The dimensions of the book are 280 metres in height, 150 metres in width, 90 centimetres in thickness, or, in English equivalents, it is about 9ft. by 4ft. by 3ft. It is enriched by numerous illustrations representing landscapes and scenes from German life selected by the Kaiser. The book is, in fact, an encyclopaedia of Germany. From the dimensions given it will be assumed that the volume is not easily portable, and it may be added that it required a horse and cart to convey it from the steamer to the White House, where it is to be placed in the Congressional Library. We have called it a German encyclopaedia, because, strange to say, the Kaiser by not giving it a title, has left a wide field for nomenclature. That the volume is handsomely bound goes without saying. It bears an inscription recording that the work is the gift of the Emperor William and the German nation to President Roosevelt and the people of the United States.

## WEATHER REPORT.

On the 7th at 12:05 p.m.—The barometer has risen moderately over Japan.

A strong S.W. breeze appears to be moving Eastwards over S. Manilla, and the highest pressure is now shown over S. Japan.

Gradients continue slight in the South, and light variable winds may be expected in the Formosa Channel, and light to moderate E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood E. wind, light or moderate S. breeze.

Formosa Channel Variable winds light.

South coast of China between Hongkong and Lamook Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## RACING.

LONDON, May 6th.

The result of the Two Thousand Guineas race is

Norman III ..... 1  
Sir Archibald ..... 2  
White Eagle ..... 3

## JAPANESE NAVAL DISASTER.

Tokyo, May 7th.

While a detachment of the First Squadron was leaving Kure on Tuesday for Korea, a boiler explosion occurred on the destroyer "Uzuki." Engineer Sato and three men were scalded. A petty officer died in hospital, and Sato and another man are in a serious condition. The destroyer sailed subsequently.

[REUTERS' SERVICE.]

## THE LICENSING BILL.

London, May 6th.

The new Licensing Bill has passed its second reading in the House of Commons by 394/148.

## THE INDIAN FRONTIER.

London, May 5th.

General Willcocks attacked the Afghans with two columns, and drove the whole force over the frontier.

## THE NORTH GERMAN LLOYDS.

London, May 5th.

The Reichstag has reduced the subsidy for the New Guinea-Australia-Japan additional service to £11,500, eliminating the amount for the New-Guinea-Singapore service, in spite of Herr Dernberg urging the necessity of enabling German goods to outstrip Australian competition in New Guinea.

## INTERNATIONAL TELEGRAPH CONFERENCE.

London, May 5th.

The International Telegraph Conference has been opened in Lisbon.

## RESULT OF THE EAST WOLVERHAMPTON BY-ELECTION.

London, May 5th.

The bye-election at Wolverhampton East, consequent to the resignation of Sir Henry Fowler, on the latter's promotion to the Peerage, has resulted in the return of the Liberal candidate, Mr. Thorne by the narrow majority of 8; Mr. Thorne registering 4514 votes against Mr. Amerys (Conservative) 4506. The "Daily News" admit that this is one of the most severe blows that the Government has sustained since the tide began to turn, and that it is inexplicable save by a frank admission that the cause of the Tariff Reform is growing in force.

## LOCAL SPORT.

TENNIS TOURNAMENT.

The final in the professional pairs competition, the last to be decided in the tournament promoted by the Cricket Club, took place yesterday in presence of a good attendance. W. G. Worcester and C. A. Carr (shipping) won from Dr. Atkinson and H. R. Phelps (Civil Service) after a very close game, the scores being: 6 3, 3 6, 3-6, 7-5, 6-3.

## PIRACY.

Yesterday morning the piracy of a Hongkong junk was reported to the police, when the crew consisting of two men and two women with a couple of infants arrived in port in a small boat. They were in a state of collapse and were taken to the Tung Wa Hospital. Their story was that while proceeding from Canton to Hongkong with a cargo of produce their junk was surrounded on Tuesday night by a number of small boats crowded with robbers who boarded the junk and turned them adrift in a small boat. The pirates did not treat them with violence, though they took all the jewellery she possessed from one of the women. The unfortunate people were without food or drink for two days but, as stated, succeeded in reaching Hongkong. The piracy apparently took place in Chinese waters.

A Memorandum on Wild Silkworm Culture in South Eastern Manchuria, published by order of the Inspector General of the Imperial Maritime Customs, is now to hand.

## SUPREME COURT.

Thursday, 7th May.

## IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PRIDDOTT).

## APPLICATIONS TO RESCIND.

Re Moosa e Vieira, application to rescind a receiving order.

Mr. E. J. Grist, on behalf of the petitioning debtor, asked for a further adjournment as the arrangement made with the creditors had practically been approved by all the parties and only the consent of the Court was now required. He wished to lodge a draft deed with the Court. His Honour—What do you propose to do?

Mr. Grist—Will your Lordship refer it to the Registrar?

The public examination was adjourned for a week.

Re J. C. Logan, application to rescind a receiving order.

This matter was adjourned for another week on the application of the Official Receiver (Mr. Walsman) who explained that a compromise had been arrived at and the matter was practically completed.

## COMMISSION AGENT'S FAILURE.

Re Herbert Stephens, ex parte debtor, Debtor in answer to the Official Receiver, said he had lately been carrying on business as a merchant. He commenced in July 1904 on capital supplied by Mr. Wong Lee who found \$6,000. That did not signify a partnership. It was furnished to send debtor home to England to arrange for agencies. He was away for one year. During his absence the clerk left in charge had trouble with Mr. Wong Lee as to the \$6,000 and had made arrangements with him to repay the money by instalments. The business continued until his return in October 1905, and after getting rid of Mr. Wong Lee he entered into partnership with Mr. Tregillas and Mr. Vincent. Mr. Vincent subscribed \$0,000, himself \$4,000 and Mr. Tregillas \$2,500. Debtor's share was 50 per cent of the profits and he was allowed to draw a salary of \$250 a month.

Mr. Vincent drew \$250 per month as a salary and 25 per cent of the profit and Mr. Vincent drew \$175 a month and 25 per cent of the profit.

Debtor said \$6,000 due to Mr. Wong Lee out of the \$6,000 advanced. He established a business connection as the result of his trip home, having secured several commissions on a subsidised basis. The subsidies alone were worth about \$300 a year. That was apart from the commission. The business paid. They sold all sorts of pieces goods to the Chinese. They really acted as travellers. In the first half year the profits amounted to \$24,000 and about \$5,000 net. Approximately their gross profits were about \$2,000 a month from which \$1,200 expenses were deducted. They kept books but they did not make up a balance sheet after the first half year. Their Portuguese bookkeeper muddled up things and they had to get their old accountant back again. He knew nothing about bookkeeping; that was not in his department. He had now no partners. Mr. Tregillas died in April of last year. He carried on business for the firm at Shanghai.

They lost money there all the time. In March 1907, Mr. Vincent retired. They paid him out \$9,000. He had overdrawn before he left the firm. The sum mentioned was agreed upon as a settlement. All that money had been paid to him with the exception of \$1,400. Debtor gave him promissory notes for the amount of the \$3,400. He had not settled Mr. Tregillas' share. As far as they knew the deceased gentleman had overdrawn his account. Debtor attributed his bankruptcy to losses incurred through their compromise having entered into contracts on behalf of the firm which he did not make good. His security only amounted to \$20,000. Debtor estimated his losses in that connection as over \$6,200. The compromise owed them that amount. Debtor's first difficulties occurred in August 1906 when on coming back from Shanghai he found that many dealers were not taking up their charges and the compromise was not able to get money to make good their obligations to the banks. He did not know he was unable to meet his liabilities until the receiving order was issued. Mr. Tregillas, senior, advanced \$6,000 in January of last year for the business. Debtor was not aware the firm was in difficulties at that time. The \$2,574 was borrowed from Mr. Jas White by Mr. Tregillas in the name of the firm in Shanghai. Debtor did not have any of the money, and he did not know whether it appeared in the books or not. A sum of \$200 borrowed from Madame Flint was for the expenses in connection with the bankruptcy petition.

The Official Receiver—I do not propose to ask any further questions at present. It is a very complicated business. It is impossible to get through the piles and piles of books.

His Lordship—Was it fairly large business?

Debtor—Yes.

What was your turnover?—About \$600,000 or \$700,000 a year.

Mr. Walsman—The books have been improperly kept. I have had to employ an accountant and he has not finished yet.

His Lordship—What are the liabilities?

The Official Receiver—Practically nothing.

His Lordship—What has happened? Has the business evaporated?

The Official Receiver—Yes. The goods are claimed by the people who ordered them. The liabilities amount to \$48,032 and the assets to \$41,000. I cannot explain that.

His Lordship—It seems a pity.

The Official Receiver—Mr. Kemp and myself have been in correspondence with creditors in England. We thought we would be able to come to an arrangement and that the creditors would help him with further capital but they declined.

His Lordship—And the business has been stopped since January?

The Official Receiver—Yes.

His Lordship—If you had capital you could carry on?

Debtor—Yes.

Mr. Deacon representing the creditors in England, questioned debtor who said that before commencing business he had been manager in Hongkong for Messrs. Boyd, Gaine and Company. His arrangement with Wong Lee was that the latter should receive six tenths of the profits provided he was able to make a business. The losses at Shanghai in two years amounted to \$15,000 which almost absorbed their profits. Mr. Vincent retired and Mr. Tregillas took over the books and worked out a statement which showed that the business was solvent. There was a small balance on the right side. Mr. Vincent was paid in promissory notes. The compromise's security of \$20,000 was absorbed through his ordering goods for which there were no customers and which had to be sold by auction at enormous losses. Debtor thought the firm was solvent up to the time of the receiving order as he expected to make profits on cargoes taken up by Chinese dealers. He did not know that these dealers were shaky. After the death of Mr. Tregillas his sister looked after the books. She was not a competent bookkeeper and no one supervised her. By that time, however, April 1907, the firm was practically in liquidation. The examination was adjourned.

## IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PRINCIPAL JUDGE).

## ALL ABOUT A DOG.

Tin Kau and Chu Sing Choy, employed in the Naval Yard, claimed \$300 from Cheong Young for his imprisonment. Mr. S. Dixon appeared for the plaintiffs and Mr. Morrell for the defendant.

The litigation arose over a dog which defendant lost and which he accused plaintiffs of stealing. He brought the police to his aid and they searched the plaintiffs' residence. The police sergeant did not believe them when they denied the accusation and he took them to the house of a man Wong Lee from whom they said they had bought a dog which they had stolen. Wong Lee admitted having sold a dog to them, but still they were taken to the Police Station. On being brought before the magistrate they were dismissed.

The police sergeant had written a letter to Mr. Dixon in which he explained that the two men were not charged but only asked to attend before the Magistrate.

Tin Kau was cross-examined at length by Mr. Morrell.

Did Cheong Young tell the sergeant to arrest you?—Yes.

What did defendant say?—H; said—These are they!

You say the Sergeant struck you in the face. Did defendant instruct him to do that?—No.

Chu Sing Choy was also cross-examined by Mr. Morrell.

Now, this dog you ate what did you do with the head, when you dressed it for dinner?—We ate it.

At the head? And the feet also?—Yes.

You ate the whole dog—head, feet, and skin?—We skinned the dog and then ate the whole of it.

His Lordship—What was the age of this dog? Mr. Morrell—A full grown dog.

How many were present at the dinner?—Twenty or thirty.

Wong Lee said he sold a dog to plaintiffs and that it was the custom among those who ate dog to eat every portion of it except the hair.

Sergeant L. denied assaulting the men.

Mr. Morrell contended that it did not constitute false imprisonment for the defendant to have complained to the constable, if the constable acted on his discretion, as happened in the present case.

His Honour accepted this view and gave judgment for defendant, adding that it was "hard lines" for Mr. Dixon's clients.

Mr. Dixon protested that the police should have let his clients go after going to Wong Lee's house, and applied for costs.

His Honour refused the application.

## SUICIDE OF A VISITOR.

Yesterday afternoon an American named J. A. Mackenzie who arrived here a few days ago from Manila, committed suicide in the Oriental Hotel, where he has been staying since his arrival. On presenting himself at the Hotel on Monday he was in a very exhausted condition and explained that he had had a rough passage from Manila and had been very sick. He engaged a room—one on the top floor being placed at his disposal, and kept to it all the time. He drank a good deal of whisky, so much so that the manager of the hotel felt called upon to restrict his supply, and all his meals were served in his room. On Wednesday morning the manager entered the visitor's room, and engaged him in conversation for a time in the course of which Mr. Mackenzie thanked him for his friendly intervention and asked him to accompany him to Messrs. Shawson, Tomes and Co. in order to book his passage to Manila. The manager consented. Nothing transpired to arouse his suspicion that the visitor contemplated suicide. Yesterday about five minutes past two a shot was heard and the manager was at once informed, and he proceeded to the room, having in the meantime called the police. Mr. Mackenzie was found stretched on the bed, partly dressed, with a bullet wound above the left temple. He expired about five minutes afterwards. One of his portmanteaux was open, and it was apparently from this that he had just taken his Colt revolver. Four of the six chambers were loaded. Deceased was about 40 years of age, of slender build, medium height, and clean shaven excepting a moustache.

It is difficult on reading "The Queen's Friend" to discover the aptness of the title which Helen V. Varesco has chosen for her latest novel. However the story, which presents some striking phases of life in Roumania—a country which possesses such a great literary interest by reason of the personality of the Queen (Carmen Sylva)—is very readable, and it possesses the merit that it is the unexpected that happens. The publisher is Mr. J. Werner Lawne, Oxford's Inn, London.



[TO THE EDITOR OF THE "DAILY PRESS."]

M. STEWART.

The J.-C. J. Linj str. *Tijpana* left Singapore for this port on the 6th inst. at 3 p.m., and may be expected here on or about the 11th inst.

The S.K. str. *Yehokai Maru* (Bombay Line) left Singapore for this port on the 6th inst. and is expected here on the 12th inst.

The M.M. Co.'s Cargo Boat *Meirana* from Europe left Singapore yesterday at 4 p.m., and is expected to arrive here on Tuesday afternoon, the 12th inst.

The N.Y.K. str. *Aki Maru* (a merican Line) left Kaiti for this port via Meji and Shanghai on the 5th inst., and is expected here on the 17th inst.

The I.G.M. str. *Manila* left Sydney on Tuesday, the 6th inst. p.m., and may be expected here on or about Wednesday, the 20th inst.

The C.P.R. str. *Louisa* left Vancouver, P.C. on Tuesday, the 5th inst. for Hongkong via the usual ports of call.

The S.S. R.M.S. *Empress of India* which left Hongkong on the 9th ult., and Yokohama, on the 16th ult., arrived in New York on Tuesday, the 5th inst., thus making a transit of 20 days from Hongkong, and 19 days from Yokohama.

In the Bankruptcy Jurisdiction of the

~~JAPANESE ARMAMENTS.~~

MR. HALDANE'S ARMY

A GERMAN VIEW.

In the opinion of Colonel Guedke, the Military side of the *Tageblatt*, Mr. Hadden's "Territorial Army," which is of little value, can offer the country no protection against invasion. For protection in such a case, he says, England must now, as heretofore, depend exclusively on the superiority of her Fleet, and he adds:

"The English Government will, however, be enabled by this levy, which is to be organised, though in such a way that, in fashion, in time of war, it will be described as being in a state of incubation, to employ the whole Army abroad either for the protection of the Colonies or for political military purposes in the European Continent and also to obtain recruits comparatively easily for the expeditionary Army. England thus retains the system of the conscription which has been in vogue in the Eighteenth century, but by means of which she secured the supreme position in the world."

So long as she retains the supremacy of the world she is perhaps acting rightly, but it remains for a great war to remove the doubts as to whether she can retain this supremacy, which are constantly being raised by experts.

The Times correspondent wrote from

It has been said by a writer well versed in Chinese affairs that this people loves order but abhors regulation. The Edict was hailed with applause, but native public opinion regarded it from the outset as a confession of failure. Imperial Edicts in China are seldom as well said by another, and as we know to their credit, cannot be enforced as far as they are endorsed by public opinion. "Neither the acts nor the omissions of the authorities at Peking have any effect on the life of the masses," except as they register the movements of public sentiment and demand. In the presence of the popular sentiment undoubtedly since it is by no means surprising that the enforcement of regulations is irregular and vexatious, and also a characteristic of the Chinese and especially of the peasantry, their opinions from the educated reform their conduct to a very considerable extent upon the example of the officials. Therefore we find in a large measure reports from rural districts that the towns, and the public opinion centers of the country (the Press) that the acceptance of the regulations is ascribed to the sympathy of the local authority; and confessed that in these rural districts are generally disappointing.

It is evident that the sincerity of Government and the prospect of abolition of the opium trade, foremost, upon the reduction of production, upon the reduction of production, upon the reduction of production will prevent its consumption, *in part* pass with the reduction of production, is actually curtailed, consumed

Under these circumstances it may be regretted, but hardly for surprise, that the Crown Colony of Hongkong and the Settlements in China there exist a difference of opinion as to the expediency of totally suppressing the opium trade. In Hongkong the question of peculiar difficulties inasmuch as the one-third of the Colony's revenue derived from the opium farm, were cost— police supervision is no light task. Looked at from the philanthropic standpoint, it appears to be unquestionably the British authorities in China to take the lead in this reform. It assumes the sincerity and validity of His Government's action, if only to the extent of the well-worn charge of England's action, or inaction, has some weight upon China. In the foreign Settlements of Shanghai, Tientsin, and Hongkong, it is not to be doubted that the Municipalities rather than the British Government, bear the responsibility which would be created by the civilized world. This situation calls for a display of these qualities of fidelity and altruism upon the part of a civilization supposed to be of the East. Whatever the results to the Chinese people cannot fail to be important evidence of British reform; it is, no doubt, considerable in the aspect of the question which has been raised by the British Government, in consultation with the Government of India, to the principle the proposal that the importation of opium should be stopped.

**THE BEST VALUE FOR YOUR MONEY**

opium into China shall be reduced by one-tenth annually. The Chinese Government has expressed its greatest recognition of the spirit in which this measure has been adopted. In this connection it may be observed that the attitude of the British Government would gain in force and effect if supported by the Japanese allies. The Chinese Government shows no signs of active sympathy with the anti-opium movement, its action contrasting strongly with the rigorous prohibition of the drug in Japanese territory. It is matter for very general criticism the fact that Japanese representatives in Manchuria openly encourage the opium traffickers for revenue purposes. In fact, the opium dens and gambling houses closed in the Chinese city have been officially encouraged to establish themselves in the Japanese quarter, where they pay taxes estimated at yen 330,000 per annum. The question of opium abolition, which is treated by extra-territorial privilege, becomes a national problem which calls for all the ability and progress at China's disposal.

WHY ALGEBRA OUGHT TO BE ABOLISHED.

THE TIDE TURNING.

There are signs that the tide is turning against mathematics. Four years ago, bridge, before the Mathematical Section of the British Association, Professor Horne made this remarkable statement: "A physicist and the mathematician annoy me about their rule." And last year a well-known professor said: "I wonder how possible to bring to the thousands who are teaching in Great Britain a notion of the awful waste not merely of mental power, but that is going on in the common methods of teaching mathematics."

COMBINING A PIANO AND THE  
ABILITY TO PLAY IT

Hongkong, 8th May, 1968.

But he also said: "It is on algebra that we must mainly rely," and thereby hangs a story. Mr. Hovenden challenged the professor on the point, and wrote to state that algebra ought to be destroyed, "which states that the same 'is' and 'is not,' which the professor replied:—

"When I say that 4 tables 2 3 chairs=15 'tabchairs,' I mean by 2, or 'multiply' by something quite different from what I mean by 3 in 5 2 3=15. One is arithmetic. The other is algebra; and a mighty useful science it is."

To which Mr. Hovenden replied offering to give the professor £500 if in public he multiplied 5 tables by 3 chairs and produced 15 public-chairs as a physical operation.

Is not algebra hunger-monger?

## KOREA'S "FRIENDS."

The *Second Press* says:—Our local English contemporary produces a remarkable statement, which Mr. H. B. Hulbert has issued through the Press in connection with the widely lamented murder of Mr. Stevens. This statement is thought so much of by our contemporary, that it is elevated to the dignity of a prominent place in its editorial columns. This is, however, no surprise to anybody, considering the kind of relationship in which the conductors of a few local journals stand to Mr. Hulbert. Two of the few respectable newspapers in the city are reported to have laid the meagre responsibility for the dastardly deed upon Mr. Stevens on the shoulders of Mr. Hulbert who has been and is still engaged in the United States in anti-Japanese crusade of the most vehement type and who had been going about among the Korean residents of the Pacific coast only a few months before the recent tragedy in San Francisco. The statement which Mr. Hulbert has just issued and which our local English contemporary has editorially endorsed with ardent pride, may be regarded as an answer to the significant and serious charge which a thoughtful and disinterested section of the Press of his own country has made against him. The performance, we are constrained to say, is not particularly felicitous, its effect, we are afraid, will be bad for Mr. Hulbert. Referring to his visit to San Francisco, he says:—"Nothing that I saw or heard while recently in San Francisco indicated any intention or frame of mind to go to the useless and foolish extreme of attacking the person of Japan's best known foreign helper in Korea." Mr. Hulbert does not condone the murder, he says it was "wholly wrong, as great a wrong to Korea as it was to Mr. Stevens." That is, he has nobody who to all pretends to respectability is bound to say publicly concerning the murderous assault on any individual. Mr. Hulbert, however, is not satisfied with the denunciation of the deadly crime, but goes on to declare:—"The murder was not to be wondered at." In justification of this unfortunate declaration, Mr. Hulbert, under the pretence of analysing the motives that led to the crime, makes serious charges against the memory of the dead man in language which is as bitter as that as the *Japan Advertiser* rightly observes, "that the Koreans able to read what they say would not only not regret it, but be impelled to deplores it should opportunity present itself." Those who have sold themselves for the task of inciting a simple and credulous people to revolt against the inevitable and against its best interests, have already to answer for much blood being spilt but they may possibly have to answer for more.

## THE TIDE TURNING.

There are signs that the tide is turning against mathematics. Four years ago, at Cambridge, before the Mathematical Section of the British Association, Professor Horace Lamb made this remarkable statement: "Now the physicist and the mathematician alike are in trouble about their souls." And last year a well-known professor to the thousand wranglers who are teaching in Great Britain a consideration of the awful waste not merely of time, but of mental power, that is going on in our common methods of teaching mathematics.







## NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENARITY"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th May, 1908.

NORDDEUTSCHER Lloyd, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst., at NOON.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER Lloyd,  
MELCHERS & CO.,  
Agents.

Hongkong, 5th May, 1908.

LADIES, PLEASE NOTE!

## REMOVAL SALE.

EVERYTHING must be cleared, even at ruinous prices, prior to our REMOVING to New Premises. For CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HONGKONG SAIL & CO.,  
25, Queen's Road Central,  
Under Hongkong Hotel.

Hongkong, 1st May, 1908.

651

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## FUNNELS AND FLAGS.

PARS FROM HOME PAPERS.

To those who believe that British ships should be manned by British crews, certain statements recently laid before the Board of Trade, and now made public, are a little disquieting. They show that in many trades, more particularly where vessels are engaged for prolonged periods in running between distant foreign ports, the practice of employing Chinese seamen is largely on the increase. Nor does it appear that this is due, as has been alleged, to a desire on the part of the British shipowner to get his vessel cheaply manned. According to the testimony of upwards of twenty firms of shipowners, the employment of Chinese crews is a little more costly as compared with European, but there is an ultimate saving, because of the efficiency with which the work is done, more especially in the engine-room. There has long been an impression that the employment of Chinese and Chinese in the stockholds of ships trading in tropical waters is a matter of simple humanity. But the present statements do not profess to be based on any such consideration. The test applied is that of efficiency, and shipowner after shipowner is found affirming that, having once been induced to try a Chinese crew, he would not for any consideration go back to a British crew. The Chinese are stated to give a superior service, owing to their better physique, while, at the same time, their peaceable nature and their sobriety tend to make life on board infinitely more comfortable. For the most part Chinese seem to be employed in the stockhold, and not on deck, but not a few shipmasters engage Chinese men altogether. It is a striking circumstance that captains and engineers are found pleading with their owners to be allowed to carry Oriental crews. They allege that the British seaman has greatly deteriorated of recent years. One master describes him as being in a chronic state of "needing punishment or nursing." Another says for "anything in the shape of a human being, other than a Britisher." These shipmasters assert that they would rather give preference to their own countrymen if they could, but that they are sick and tired of drunkenness, desertion, and insubordination. Not only do the Chinese seem to have masters from all sorts of trouble ashore and afloat, but it is also alleged in their favour that they keep the ships in better condition. Altogether, these statements constitute most melancholy reading for those who cherish the theory that there is nothing like a Britisher, either on deck or below.

The news cable from Canada that the Canadian Pacific Railway Company intend to build two larger and faster Empresses, and to establish a weekly instead of a fortnightly service between Liverpool and the Dominion, has not been confirmed. On the other hand, it was made plain at the recent annual meeting of the company that certain changes were under consideration. The idea then foreshadowed was that the favourite Canadian mail steamers, the Empresses of Ireland and Empress of Britain, might be transferred to the Pacific, and that their place on the Atlantic might be taken by two still larger boats. It is pretty clear that the Canadian Pacific Railway Company must before long build new steamers for its Pacific mail route. At the moment, there seems no particular reason why anybody should build new boats for the Atlantic, but it must be remembered that these big steamers take a long time to construct.

No sooner were the Atlantic steamship companies re-elected in friendly conference than a new competitor appeared in the shape of the New York and Continental Line, with passenger sailings from Rotterdam to New York. Negotiations seem to have taken place with a view of inducing the new line to join the "pool," but they have failed. The conference, it is stated, will content itself with despatching a steamer at reduced rates to compete with the new line. The East Asiatic Company, one of the two Russian concerns not included in the London negotiations, has not decided to observe conference rates, and purporters are taking place with the Russian Volunteer Fleet.

According to Japanese newspapers, the Nippon Company intends to establish a service of cargo steamers from Japan to New York, via the Suez Canal and London. Already, of course, the Nippon Company has a regular mail and passenger steamship line to London, but hitherto it has not engaged in trade on the North Atlantic. Nothing seems to be known in London with reference to this reported service, but there is no reason why the report should lack foundation. Japan has just now so much spare tonnage that a new outlet for it may be demanded. Already the Japanese company, in addition to its regular connection with Europe, has steamship lines running to Australia and across the Pacific. If it starts the suggested New York cargo service it will practically circumnavigate the globe.

The Hamburg-American Line have recently entered into occupation of newly-built offices in Oberkasselerstrasse, immediately facing the Haymarket. The premises, which are of a palatial character, have been constructed from designs by Mr. Arthur T. Bolton, of Victoria-street, and constitute a notable addition to the fine examples of architecture which steamship companies have set up in this particular locality during recent years. The internal decorations of the building are of an elaborate and effective description, conspicuous features being the rich character of the panelling and the "artistic" design of several large oil-pictures. In these latter certain nautical suggestions have been introduced, and a soft light is diffused through seashells with charming effect. The new offices are devoted alike to shipping and to tourist business.

Continuance of the disputes on the North-East Coast tends, of course, to accentuate the deplorable condition of the shipbuilding industry in that district. Work which in the ordinary way would go there, and which would be accepted at very cheap prices simply in order to keep the plant employed, naturally takes itself off to the Clyde or to foreign yards. It is believed that contracts would be forthcoming if only the dispute would come to an end, but it is to be feared, in view of the demoralized condition of the freight market, that few people will have the courage to order, even at the very low prices at which now tonnage can now be had. There can be little inducement to give out contracts when every day sees additional tonnage laid up.

It is significant of the exceptionally depressed condition of the shipbuilding industry that the Palmer Company, while announcing an interim dividend of 2½ per cent on their Preference shares, intimate that, in view of the unsettled outlook, the question of a dividend on the Ordinary shares must stand over till the end of financial year.

In the case of sailing-ships, it is not an uncommon thing for the captain to take his wife and children on a voyage. But as regards mail steamships, more especially where the vessel is frequently in port, there are usually regulations

prohibiting the practice. According, however, to a Liverpool shipping newspaper, the Norddeutscher-Lloyd Co. recently made an exception in the case of Captain Bleker, of the Friedrich der Grosse, for it so happened that the twenty-fifth anniversary of his marriage and the completion of his twenty-fifth year in the company's service fell due in the course of a voyage from Genoa to New York. Captain Bleker's wife and two children were consequently permitted to accompany him, and to join with him in the celebration of a double anniversary at sea. It is pleasant to find that rules which are usually interpreted with considerable stringency can be modified to meet the reasonable demands of sentiment.

At the instance of the Board of Trade, a series of exhaustive tests are in progress with a view of ascertaining the best type of portable rocket apparatus for use on shipboard. The idea is that circumstances may arise when it is far more easy for a rocket to be fired from the vessel herself than from the shore, and that the carriage of such an appliance might be of considerable value from the point of view of life-saving. Earlier experiments were conducted at Liverpool, but a few days ago others were inaugurated in the Thames, the Marine Society's training-ship, Warple, moored off Greenwich, being the centre of operations. Various inventions have come under trial during the last week, and apparently it will not be impossible to discover some apparatus which, from the standpoint of simplicity and efficiency, will commend itself for pretty general use.

## YOUR OUTLOOK ON LIFE

One's outlook on life is very largely a matter of temperament, which again depends on the bodily constitution. But to say that a person has a good constitution usually means that he, or she, is blessed with naturally sound internal organs—that the digestive system is active—doing its work well. And that is exactly why Mother Seigel's Syrup is such a power for good. It practically builds up for you a good constitution, because it tones up and strengthens every organ of digestion and enables you to assimilate your food easily and thoroughly.

Mr. Raymond Blathway, the well-known journalist, writing in the "Morning Leader" of June 27, 1906, says:—"There is not the slightest doubt but that a bottle of Mother Seigel's Syrup can change the whole of one's outlook on life." Mr. Blathway had tested the Syrup himself, and in the same article he says:—"I assure you I have never had indigestion since that time."

You see, it is just like this! You must have food or you cannot live. You know that. And when you have eaten the food you must be able to digest it and get the nourishment out of it, or again, you cannot live. Undigested food is of no more use to you in your stomach than oil—indeed, for a time you would be much better off with an empty stomach! Of course, we do not mean to say that with indigestion you altogether lose the power to digest; not quite so bad as that—at first. But you lose it to some extent, and the more acute the attack the more you lose the power to digest. That means partial starvation, and not only that, but pain and misery and partial self-poisoning as well. Forcibly the undigested food decomposes, and the impurities which result enter your blood and poison your whole system.

Miss Alice Ingram, of Kildonnan Green, near Brewood, Staffs., used to suffer greatly with indigestion, impure blood, and skin troubles. But now, she says, "My skin is delightfully clear and my blood pure. I have had no return of the indigestion, but am as well as it is possible for anyone to be. All this is due to Mother Seigel's Syrup curing Indigestion, Bilelessness, Constipation, Headache, Wind, Palpitation, Depression at the Chest, Loss of Appetite, Pains after Food, Nausea, Dizziness, Faintness, blood and Skin Troubles, Anemia, and the many other ills that arise from a disordered state of the digestive system."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.

PRICE 2/6—ONE SIZE ONLY. 676

## THE PORT OF LONDON BILL.

TEXT OF THE MEASURE.

The text of the Port of London Bill was issued last month. Its main provisions have already been clearly indicated by the speech of Mr. Lloyd George in introducing the measure in the House of Commons and by the explanatory Memorandum issued by the Board of Trade. The Bill consists of 25 clauses and seven schedules. Although Mr. Lloyd George was able to say that the Surrey Commercial Dock Company had agreed to the Government proposals, he was not then in a position to state the terms. These are shown in the transfer of the dock measure being on the transfer of the dock company's undertakings being as follows:—

(1) As from the appointed day the undertakings of the London and India Docks Company, the Surrey Commercial Dock Company, and the Millwall Dock Company (which companies are in this Act referred to as dock companies) shall be transferred to and vest in the Port Authority, and the Port Authority shall, in consideration of the transfer, issue to the companies, or as they may direct, the following amounts of Port Stock created under this Act:—

(a) In the case of the London and India Docks Company, seven million nine hundred and seventy-eight thousand eight hundred and ninety-three pounds of A Port Stock and nine million eight hundred and thirty-five pounds of B Port Stock.

(b) In the case of the Surrey Commercial Dock Company, five hundred and twenty thousand pounds of A Port Stock and two million three hundred and eighty-eight thousand four hundred and eighty-five pounds of B Port Stock.

(c) In the case of the Millwall Dock Company, six hundred and fifty thousand pounds of A Port Stock and seventy-six thousand pounds of B Port Stock and nine hundred and twenty-eight thousand five hundred and four pounds of B Port Stock.

Within one year all the Thames Conservancy Redeemable Debenture Stock shall be extinguished, and the Port Authority shall issue to the holder of any such stock in substitution therefore an equal amount of A Port Stock created under the Act.

The Bill states that "There shall be established a port fund, and all receipts of the Port Authority shall be carried to that fund, and all payments by the Port Authority shall be made out of that fund." As to security for transferred liabilities, the Bill proceeds:—"As from the appointed day any Debentures, Debenture Stock, mortgage debt, or other charges, the liability for which is by or under this Act transferred to the Port Authority, secured on the whole or any part of the undertaking or revenue of a dock company, or on the lower navigation fund or any revenue of the Conservators, shall, with interest thereon, be, by virtue of this enactment,

secured in like manner on the port fund." The Port Authority may borrow money for the purpose of (a) raising any money payable in respect of the transfer of the undertaking of any dock company under this Act; (b) purchasing, redeeming, or paying off any Debentures, mortgage debt, or other charge the liability for which is transferred to the Port Authority by or under this Act; (c) dredging and otherwise improving the river; (d) constructing works for improving the accommodation and facilities of the Port of London or acquiring land for any such work; (e) paying any compensation payable under this Act otherwise than by way of annuity.

As compensation to directors of the dock companies the Port Authority is to issue the following amounts of A Port Stock: (1) To the London and India Docks Company sixty-seven thousand six hundred pounds; (2) to the Surrey Commercial Dock Company forty thousand pounds; and (3) to the Millwall Dock Company twenty thousand pounds. This stock so issued shall be distributed amongst the directors entitled to compensation in such proportions as those directors or a majority of them determine.

## MERCHANT SERVICE GUILD.

Admiral Lord Charles Beresford has addressed the following interesting letter to Mr. T. W. Moore, Secretary of the Imperial Merchant Service Guild in response to a communication forwarded to the gallant Admiral conveying the annual report of the Guild and expressing gratification at the much more close and friendly relationship now existing between the Royal Navy and the Merchant Service—Lord Charles being responsible for this to a great extent:—

H. M. S. "King Edward VII"  
Channel Fleet,  
At Ballachulish,  
27th March, 1908.

Dear Mr. Moore,  
Thank you for your letter of the 26th March, and for the accompanying copy for the annual report which was adopted at the recent meeting of the Imperial Merchant Service Guild.

I find the report contains an immense amount of most interesting information concerning the Merchant Service of the Empire, and an quite certain that the more the two great Maritime Services of this Country, i.e., the Military Shipping and the Mercantile Shipping, are brought into close and intimate touch, the more it will be for the benefit of the Country. The Country depends upon each individual Service for its existence on the Mercantile Service for the delivery of water-borne goods, and on the Navy as an insurance that that delivery shall not be interfered with during warlike operations. There can be no doubt that the impulse to signalling between the two branches of shipping is doing a very great deal to bring the Services more completely in accord together. I hardly ever pass a Merchant ship now at sea without being able to communicate with her clearly and rapidly, and on several occasions the initiative has come from the Merchant ship. This is most satisfactory and verifies my prediction that if once the matter was taken up and placed before the Captains and Officers of the Mercantile Marine in its true light, they would be the first to appreciate the value of being able to communicate with the Navy, but I must confess that their energy and enterprise in this direction has far exceeded the hopeful anticipations I held formerly.

May all good luck attend you.

Yours faithfully,

(Sgd) CHARLES BERESFORD.

Strongly as it may appear, up till quite recently the two branches of our great maritime service—that is to say, the Royal Navy and the Mercantile Marine—have met and passed, so to speak, as mere acquaintances on the high seas. With a country like ours, the very existence of which depends almost as much on the one as on the other, it would have been natural to suppose that every opportunity would have been taken to bring the two services into the very closest touch. Very little advance, however, has been made in the direction of late years, a state of affairs which, it will be admitted, is unsatisfactory. It is with the greatest pleasure, therefore, that we read Lord Charles Beresford's letter to the Imperial Merchant Service Guild. In it he expresses the conviction that it is of the greatest importance that the two branches of the service should be brought into the very closest accord. To this end Lord Charles Beresford states that the late impulse to signalling is doing more than anything to bring the Navy and the Merchant Service together. We trust that captains and officers of the Mercantile Marine will do their utmost to carry out the views of the Admiralty generally in this respect, for if in time of war they are for lack of knowledge, unable to communicate with the Fleet, the consequences might be disastrous. It should be borne in mind that as a channel of communication the British Mercantile Service is the finest in the world; our ships visit the most remote rivers and distant seas. Thus they are invaluable as scouts for the Royal Navy. In these circumstances the vital importance of merging the two services as much as possible will be readily understood.—Globe.

## A CHALLENGE TO CHRISTIAN SCIENTISTS.

EVANJE REPLY.

Two students of the Baltimore Medical College recently challenged the local Christian Scientists to a test of their respective methods of curing disease. The challengers suggested that they and two Christian Scientists, after being proved by medical examination to be thoroughly sound, should be subjected to equal inoculations of some deadly bacilli.

"We are perfectly willing," they stated, "to allow ourselves to be inoculated with a pure tested culture of Streptococcus pyogenes provided any two followers of the faith do the same. We are to rely on medical treatment and our Christian Science friends upon their mode of treatment for relief."

A reply was sent to the college on the last offering to accept the challenge on condition that the Christian Scientists should have medical attention, and the students receive Christian Science treatment.

Streptococcus pyogenes produces abscesses chiefly in the lungs.

## GUARD AGAINST DISEASE.

Hall's Coca Wine helps the system to regain a healthy tone by renewing, energizing, enriching the impoverished blood that is responsible for all physical weakness or debility. It steadies and vitalizes the whole nervous system. If you have become weak, languid, restless or irritable, pick yourself up with Hall's Coca Wine—let yourself to resist disease. Otherwise your languor of today may be a serious ailment within the week.

## THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS

NO LIGHT SO GOOD OR SO

CHEAP AS THE BRITISH-

MADE

WELSBACH

LIGHT IS

LIGHTEST.

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The Welsbach guaranteed Gas burners, with Mantles of Welsbach

Manufacture and Welsbach Artistic Fittings, make Welsbach not

only the lightest but most beautiful of all lights.

The Wonderful Welsbach Kern Burner No. 3 will

give you a 75 candle power light at a lower gas consumption

than any other burner in the world.

THE MANTLES to use with it are Welsbach "C" or "CX."

The light standard of these Welsbach made Mantles is

lightest, and the fabric is strongest—There are no Mantles

so good as Welsbach.

Apply for particulars and list of agents of the Sole Agents

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SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &amp;

LONG CHAIRS.

BAMBOO BUNDS, MATTINGS

in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908.

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## SHIPPING.

## ARRIVALS.

FRIGHTING, Chinese str., 980, R. G. Paramore, 7th May—Shanghai and Swatow 6th May, General—Chinese.  
 HAINAN, French str., 377, O. A. H. eg, 7th May—Hoikow 6th May, General—A. R. Marty.  
 HANGKOW, British str., 1858, S. Wilde, 7th May—Shanghai 1st May, General—Jardine, Matheson & Co.  
 HONGKONG, British str., 2,555, R. S. Bainbridge, 7th May—Penang 25th April, & Singapore 1st May, General—Chinese.  
 KAKHAI, British str., 1,229, French, 7th May—Wuhu 4th May, General—Butterfield & Swire.  
 PRONTO, Norwegian str., 838, T. Seeborg, 7th May—Haiphong 5th May, Rice—Aagaard, Thorsen & Co.  
 TOSADUN, German str., 1,180, H. Bremer, 6th May—Bangkok 25th April, Rice—Butterfield & Swire.  
 SINGAN, British str., 1,041, F. Jamieson, 7th May—Haiphong and Hoikow 6th May, Rice and Live Stock—Butterfield & Swire.  
 TRIUMPH, German str., 769, Hansen, 7th May—Touane 4th May, General—Jensen & Co.

## CLEARANCES.

At THE HARBOR MASTER'S OFFICE, 7th May.  
 Amie, German str., for Hoikow.  
 Hainan, British str., for Coast Ports.  
 Indragama, British str., for Shanghai.  
 Hoshida, German str., for Saigon.  
 Kakai, British str., for Canton.  
 Pronto, Norwegian str., for Hankow.

## DEPARTURES.

DEVANGONGSE, German str., for Swatow, 7th May.  
 CANDIA, British str., for Shanghai.  
 CHILDA, Norwegian str., for Bangkok.  
 EMPRESS OF JAPAN, British str., for Vancouver.  
 HAKATA MARU, Japanese str., for Kobe.  
 IHAKA, German str., for Chinkiang.  
 KENT, British str., for Japan.  
 SHANTUNG, German str., for Sourabaya.  
 SILENTA, German str., for Colombo.  
 SOSHU MARU, Japanese str., for Swatow.  
 TAIKOSAN MARU, Japanese str., for Kuchino.

## SHIPPING REPORTS.

The Chinese str. Frighting reports: Variable winds and fine clear weather.  
 The British str. Sigan reports: Moderate to light Easterly winds, fine and clear.

## VESSELS IN DOCK.

May 7th.  
 ARRIVINGS DOCKS.—Sorengon, Haiphong, Victoria, Yedo Maru, Tynuli, Kwang Yuen.  
 COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAINAN"  
 Captain Paramore will be despatched for the above Ports TO-DAY, the 8th inst. at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS, LARSEN & Co.,  
 General Managers.  
 Hongkong, 5th May, 1908. 602

## NAVIGAZIONE GENERALE

ITALIANA.  
 (Florio and Rubaltino United Companies.)

STEAM FOR BOMBAY  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTHERN PORTS up to Callao. (Taking Cargo at through rates to Persian Gulf and Baluchistan, also BAHREIN, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"  
 Captain Pedone will be despatched as above on MONDAY, the 11th inst. at Noon.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 8th May, 1908. 4

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN"  
 Will be despatched for the above Ports on TUESDAY the 12th May.  
 For freight apply to  
 SHEWAN, TOMES & CO.,  
 Agents.  
 Hongkong, 6th May, 1908. 702

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
 FLYING DUTCHMAN AND LONDON, THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA"  
 Captain W. Hayward, R.N.R. carrying H. Majesty's Mails, will be despatched from this for Bombay & on SATURDAY, the 16th May at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Nile," 4,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Pamela," due in London on 28th June, 1908.  
 Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 F. J. ABBOTT,  
 Acting Superintendent.  
 Hongkong, 2nd May, 1908. 1

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections common to Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	BOMBAY MARU	Jap. str.	—	Wm. Wade	NIPPON YUSEN KAISHA	On 11th inst.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHEWAN TOMES & CO.	On 19th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	OCHATA	Brit. str.	—	C. D. Denny, R.N.R.	P. & O. S. N. Co.	On 18th inst. at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Moror	P. & O. S. N. Co.	About 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	About 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Girtenbrun	HAMBURG-AMERICA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINE	On 15th June.
HAVRE & HAMBURG VIA STRAITS, &c.	ANTALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 28th June.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 12th July.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	Tomorrow.
MASSILLLES, ROTTERDAM & HAMBURG &c.	AUSTRIAN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 12th inst. at 1 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KAMAKURA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 13th inst. at D'light
MASSILLLES, ROTTERDAM & HAMBURG &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst. at D'light
MASSILLLES, ROTTERDAM & HAMBURG &c.	CANTON	Swed. str.	—	E. Malchow	MELCHERS & CO.	Beginning of June.
MASSILLLES, ROTTERDAM & HAMBURG &c.	P. E. FRIEDRICH	Ger. str.	—	A. Petris	MELCHERS & CO.	On 26th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CHINA	Rus. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	About 25th inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YORONNE	Rus. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	About end of June.
MASSILLLES, ROTTERDAM & HAMBURG &c.	LOWTHER CASTLE	Am. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	About 31st inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SATSUMA	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 14th inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	GLANFARG	Brit. str.	2 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 20th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	EMPEROR OF CHINA	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 4th June, at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	TANGO MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 12th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KUMERIC	Am. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 16th inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	AKI MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 26th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CLAN MACMILLAN	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 12th inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CHINGO MARU	Ger. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th June, at 5 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KUMANO MARU	Ger. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	PRINZ SIGISMUND	Ger. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 15th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	EASTERN	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 21st inst. at 5 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YAWATA MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 28th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CHUNHIA	Rus. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 24th June.
MASSILLLES, ROTTERDAM & HAMBURG &c.	AMARA	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 23rd inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	THINAN	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 23rd inst.
MASSILLLES, ROTTERDAM & HAMBURG &c.	WAKASA MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 13th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YAWATA MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	Quick despatch.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YISHINI	Dut. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 19th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KUBICHOV	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 14th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KWANGSANG	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 4th June.
MASSILLLES, ROTTERDAM & HAMBURG &c.	AMIRAL MAGON	Fr. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at Noon.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CHIPPING	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YUNNAN	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	HANGSANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CEYLON	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SCANDIA	Ger. str.	k.w.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	ERNEST SIMONS	Fr. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SOSHU MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	ANDALUSIA	Ger. str.	k.w.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	DELHI	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YEBOSHI MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	PRINZ HEINRICH	Ger. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	TOOSANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SIAM	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	TIPIANA	Dut. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	POOCHOW	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KASHING	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	DAIJIN MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	HAIMUN	Brit. str.	2 h.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	SINGAN	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	LOONGSANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	RUBI	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	TAMING	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	YUENSHANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	ZAFIRO	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KALCAN	Brit. str.	1 m.	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	MATANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	BORNEO	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	CAPRI	Ital. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	WAKAMIYA MARU	Jap. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	KUMSANG	Brit. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.
MASSILLLES, ROTTERDAM & HAMBURG &c.	TOJIMARI	Dut. str.	—	Sander, Wiele & Co.	Sander, Wiele & Co.	On 11th inst. at 4 P.M.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STRAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU Capt. H. Fraser Tons 6126	WEDNESDAY, 13th May, at Daylight
VICTORIA, B.C., and TACOMA, WASH., via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU Capt. F. E. Cope Tons 6781	WEDNESDAY, 27th May, at Daylight
SEATTLE, WASH., via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TANGO MARU Capt. R. Swain Tons 7493	TUESDAY, 12th May, at 4 P.M.
YOKOHAMA, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AKI MARU Capt. M. Yagi Tons 8444	TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Matheson Tons 5076	FRIDAY, 15th May, at Noon
LONDON and ANTWERP via MANILA, SINGAPORE, COLOMBO and PORT SAID	YAWATA MARU Capt. K. Homme Tons 8817	FRIDAY, 12th June, at Noon
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	BOMBAY MARU Capt. Wm. Wade Tons 4625	MONDAY, 11th May
NAGASAKI, KOBE and YOKOHAMA	WAKAMIYA MARU Capt. T. Yamawaki Tons 4723	TUESDAY, 12th May
YOKOHAMA, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	YAWATA MARU Capt. K. Homme Tons 8817	WEDNESDAY, 13th May, at Noon
SHANGHAI, MOJI and KOBE	YEBOSHI MARU Capt. B. Koo Tons 4097	FRIDAY, 15th May
KOBE and YOKOHAMA	WAKASA MARU Capt. N. Nielsen Tons 6265	SATURDAY, 23rd May

\* Calling at Koolong.

† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER. 856

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SLAM"	End of May
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	Beginning of June
VLADIVOSTOCK	"CUBONIA"	About 24th June

For Further Particulars, apply to

Hongkong, 6th May, 1908.

MELCHERS & CO.,

AGENTS. 6

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	About 11th May.
MARSEILLES, VIA PORTS	"AUSTRALIEN" Capt. Verron	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOMKIN" Capt. Charbonnel	On 25th May, P.M.
MARSEILLES VIA PORTS	"YARRA" Capt. Salier	On 28th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 471 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

Hongkong, 6th May, 1908. J. MILLET, Agent, Queen's Building. 2

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI and HANKOW	CEYLON Capt. G. W. Babot	About 9th	Freight and May. Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.	About 14th	Freight and May. Passage.
LONDON via USUAL PORTS	OCEANA Capt. W. Hayward, R.N.	Noon, 18th	See Special of Call. Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. C. T. Denny, R.N.	About 20th	Freight and May. Passage.

For further Particulars, apply to  
F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 7th May, 1908.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	YUNNAN	On 8th May, 4 P.M.
CEBU and ILOILO	KALGAN	On 8th May, Noon.
AMOI and SHANGHAI	KASHING	On 9th May, 4 P.M.
NINGPO and SHANGHAI	FOOCHOW	On 11th May, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	CHINGTU	On 11th May, 4 P.M.
HOIHOW and HAIPHONG	SINGAN	On 12th May, 9 A.M.
MANILA	TAMING	On 12th May, 4 P.M.
TSINGTAI, CHEFOO and NEWCHANG	KWEIYANG	On 14th May, 4 P.M.
CEFOO and TIENTSIN	KUEICHOW	On 18th May, 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining-Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.  
Hongkong, 8th May, 1908.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MOJI	AMARA	Friday, 8th May, 4 P.M.
MANILA	LOONGSANG	Friday, 8th May, 4 P.M.
TIENTSIN	CHINGSHANG	Monday, 11th May, Noon.
SHANGHAI	HANGSANG	Monday, 11th May, 4 P.M.
SANDAKAN	MAUSANG	Tuesday, 12th May, 12 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Tuesday, 12th May, 3 P.M.
MANILA	YUENSANG	Friday, 15th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	Wednesday, 27th May, Noon.

RETURNS TO JAPAN.  
OCCUPYING 24 DAYS.

The steamers "KUMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cieloo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 61

For Freight or Passage, apply to: JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.  
Hongkong, 8th May, 1908.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOI.	"DALIN MARU" Capt. I. SAKURAI	SUNDAY, 10th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI and FOOCHOW	"SHOSHU MARU" Capt. M. NEMOTO	TUESDAY, 12th May, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 5th May, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOERNEO" Capt. F. SEMMILL	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. MALCOW	Wed'day, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. P. GIESCH	About Wed'day 20th May.
MANILA, NEWGUINEA, BRIS. BANE, SYDNEY & MELBOURNE.	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

## HONGKONG-MANILA.

Highest Class, newest, largest and most luxurious Steamers between  
Hongkong and Manila. Saloon, midships. Electric Light, Foot  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th May, Noon.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 4th May, 1908.

## HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. LOWTHER CASTLE On or about 31st May.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 9th April, 1908.

HAMBURG-AMERIKA LINIE,  
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to  
Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:  
S.S. SCANDIA ... 10th MayFOR SHANGHAI, YOKOHAMA & KOBE:  
S.S. ANDALUSIA ... 14th MayFOR SHANGHAI, YOKOHAMA & KOBE:  
S.S. DORTMUND ... 25th May

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
13 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS	(Subject to Alteration)	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	3,700	WEDNESDAY, 20th May	18th June
"EMPERESS OF INDIA"	6,000	THURSDAY, 4th June	22nd June
"EMPERESS OF JAPAN"	6,000	FRIDAY, 13th June	4th July
"EMPERESS OF AUSTRALIA"	6,000	THURSDAY, 18th June	17th July
"EMPERESS OF AFRICA"	6,000	FRIDAY, 4th July	25th July
"EMPERESS OF AMERICA"	6,100	SATURDAY, 11th July	4th Aug.

\* S.S. "LENNOX" and "EMPERESS" are Freighters only and do not carry Passengers.  
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships,  
1,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA  
and 24 days from HONGKONG.First Class rates include cost of Meals and Berth in Sleeping Car while crossing the  
American Continent.R.M.S. "EMPERESS" carry Intermediate passengers only, at Intermediate rates,  
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Prava opposite Blackie.CHARGEURS REUNIS,  
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,  
Singapore, Hongkong, Shanghai, Peking, Tientsin, Kobe, Yokohama,  
Cebu to Hongkong in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed,  
Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver

Passengers to YOKOHAMA to VANCOUVER in 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MACILLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

+ AMIRAL MAGON ... 4th June = MALTE ... 12th Oct.

+ AMIRAL EXELMANS 25th July = CEYLAN ... 26th Oct.

+ OUESSANT ... 27th Aug. = CORSE ... 11th Jan. 09

+ No Passengers. + Intermediate Class and Rates of Passage.

—New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly  
equipped with single berth Cabins. All Round the World. Tickets by these boats.For Further Particulars, apply to—  
J. MILLET, AGENT,  
FRENCH MAIL OFFICE.  
Hongkong, 1st May, 1908.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OF OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	SINGAPORE	First half of May	SHANGHAI	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJIMAH	AMOI	First half of May	JAVA	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	AMOI	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

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## SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED OF OR ABOUT
AMARA, British str., 1,558, C. J. Matlock, 26th April—Swatow 25th April, General— Jardine, Matheson & Co.		
AMIGO, German str., 832, Franden, 5th May— Haiphong 4th May, and Hoikow 4th, General—Jardine & Co.		
AMIRAL DE BROUILLON, French str., 1,14, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.		
ASIA, British str., 2,938, Harry Gunkroger, 5th May—San Francisco via Japan Ports and Shanghai 2nd May, Mails and General— O. & O. S. S. Co.		
CARPI, Italian str., 4,175, Padona, 6th May— Bombay via Singapore 30th April, General —Carlowitz & Co.		
CARAVANTES, French str., 1,971, Sadara, 29th April—Canton 17th March, Coal— Messageries Maritimes.		
CHOWA, German str., 1,055, G. Spiesen, 1st May—Bangkok 23rd April, Rice—Butter- field & Swire.		
CHOWAT, German str., 1,115, W. Mollermann, 5th May—Bangkok 24th April, via Swatow 4th May, Rice—Butterfield & Swire.		
CHUNSAO, British str., 1,313, W. E. Sawyer, 6th May—Sourabaya 26th April, Sugar— Jardine, Matheson & Co.		
DATIN MARU, Japanese str., 1,090, I. Sakurai, 6th May—Tientsin Amoy and Swatow 5th May, General—Osaka Shosen Kaisha.		
DEB OF AFRICA, British str., 2,271, Cumming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.		
DEYAWONGSE, German str., 1,157, Rohwaldt, 29th April—Bangkok April 20th, and Swatow 28th, Rice and Timber—Butterfield & Swire.		
DUNBAR, British str., 1,307, A. R. Lee, 25th April—Moji 23rd April, Coal—Shewan, Tomes & Co.		
EARL OF DOWLING, British str., 2,731, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.		
ESPER, Norwegian str., 895, N. S. Nielsen, 5th May—Bangkok 28th April, Rice—Chinese, General—Jardine, Matheson & Co.		
EMPERESS OF CHINA, British str., 3,043, R. Archibald, R.N.R., 4th May—Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—C. P. R. Co.		
FOOCHOW, British str., 1,227, J. Davies, 2nd May—Chinkiang 28th April, General— Butterfield & Swire.		
HAIMUN, British str., 936, W. C. Pasmore, 6th May—Fochoow May 3rd, Amoy 4th and Swatow 5th, General—Douglas, Lapraik & Co.		
HANOI, French str., 740, Pannier, 5th May— Haiphong and Ports 30th April, General— A. R. Marty.		
HAIPHONG, French str., 500, Pomrat, 2nd April—Haiphong 18th April, Ballast— Wilks & Jacks.		
INDRAMAH, British str., 3,330, Evans, 6th May—New York 23rd March, and Singa- pore 26th April, General—Jardine, Matheson & Co.		
KALANG, British str., 1,152, Lewis, 30th April —Chofoo 25th April, General—Butterfield & Swire.		
KASHING, British str., 1,152, Pickard, 1st May —Daly April 24th, and Chofoo 25th, General—Butterfield & Swire.		
KIANGPING, Chinese str., 1,222, H. Udlen, 2nd May—Chinkiang 27th April, General— Chinese.		
KUMSANG, British str., 2,078, E. J. Buller, 4th May—Calcutta and Singapore 28th April, General—Jardine, Matheson & Co.		
LAUREN, British str., 1,340, Frampton, 30th April—Saigon 26th April, Rice and Dry Fish—Chinese.		
LOONGSANG, British str., 1,050, S. J. Payne, 4th May—Manila 1st May, General— Jardine, Matheson & Co.		
MARCELLO, German str., 3,435, A. Lohrengel, 25th April—Moji 18th April, Coal—Ataka.		
MATHILDA KOBNER, German str., 1,840, M. Dibbern, 21st April—Hongay 18th April, Coal—Jardine.		
MAUSANG, British str., 1,644, E. Houghton, 20th April—Sandakan 23rd April, Timber and General—Jardine, Matheson & Co.		
MERFOO, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General— Chinese.		
MYRTLEBURN, British str., 1,607, Maitland, 27th April—Hongay 24th April, Coal— Dodwell & Co.		
NIFFON MARU, Japanese str., 3,442, W. W. Greene, 2nd May—San Francisco 31st March, Mails and General—Toyo Kisen Kaisha.		
OURAO, British str., 1,735, M. Le Brun, 3rd May—Wakamatsu & Moji 29th April, Coal for Canton—Mitsui Bussan Kaisha.		
ONSAO, British str., 1,787, R. Cox, 30th April —Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.		

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